

Message Text

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PAGE 01 BERLIN 01561 071806Z

44

ACTION EUR-25

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-07 INR-10 L-03

NSAE-00 NSC-10 PA-03 RSC-01 PRS-01 SS-15 USIA-15

NIC-01 ACDA-19 IO-13 CAB-09 COME-00 EB-11 FAA-00

SAJ-01 RSR-01 /146 W

----- 035336

O R 071710Z SEP 73

FM USMISSION BERLIN

TO AMEMBASSY BONN IMMEDIATE

INFO SECSTATE WASHDC 2369

CINCEUR FOR POLD AND OPS

CINCUSARERU FOR POLAD OPS AND AEAGC-OCO

CINCUSAFE FOR POLAD AND OPS

C O N F I D E N T I A L BERLIN 1561

E.O. 11652: GDS

TAGS: PBOR, ETRN, WB, UR

SUBJECT: SOVIET SUGGESTIONS FOR CHANGES IN BERLIN ATC PROCEDURES

REF: BERLIN 1537

1. WE HAVE DISCUSSED WITH BARTCC SOVIET PROPOSAL THAT TEMPELHOF VOR APPROACH 27 L BE REALIGNED AND FIND IT APPARENTLY WOULD BE TECHNICALLY POSSIBLE TO SHIFT APPROACH NORTHWARD TO 271 DEGREES, BUT, DUE TO LOCATION OF NAVIGATION AID ITSELF, NOT ALL THE WAY TO 270 DEGREES AS SUGGESTED BY SOVIETS. THIS WOULD HAVE EFFECT OF GIVING AIRCRAFT USING 27L SOMEWHAT GREATER SEPARATION FROM SCHOENEFELD TRAFFIC, BUT THIS APPROACH (THE LEAST ACCURATE OF IFR SYSTEMS AVAILABLE AT TEMPELHOF) IS SELDOM USED AND CONTRIBUTION TO OVER-ALL FLIGHT SAFETY WOULD NOT BE VERY GREAT. IT IS ALSO RATHER COMPLICATED TO ALTER A PUBLISHED APPROACH. MATTER WOULD RESUMABLY FIRST HAVE TO BE CONSIDERED BY BACC, WHICH MEETS SEPTEMBER 21; WOULD THEN HAVE TO BE CONFIDENTIAL

CONFIDENTIAL

PAGE 02 BERLIN 01561 071806Z

REFERRED TO VARIOUS USAF AGENCIES AND FAA; TEST AIRCRAFT

WOULD HAVE TO CHECK APPROACH OUT; AND, FINALLY,
CHANGE WOULD HAVE TO BE PUBLISHED.

2. APART FROM TECHNICAL ASPECTS TO ISSUE, QUESTION OF
PRINCIPLE IS INVOLVED; DO WE WISH TO LET THE SOVIETS
BECOME INVOLVED IN MANAGEMENT OF TRAFFIC PATTERNS OF
WEST BERLIN AIRPORTS? IT WOULD BE DIFFERENT AND,
PERHAPS PROPER FUNCTION OF QUADRIpartite BASIC IF SOVIETS
WERE OFFERING TO MAKE CORRESPONDING ALTERATION IN TRAFFIC
PATTERN AT SCHOENEFLIED, BUT THEY ARE NOT AND THERE DOES
NOT SEEM TO BE ANY CHANGE WE WOULD WISH TO ASK THEM TO
MAKE BECAUSE SCHOENEFLIED PATTERN ALREADY KEEPS TRAFFIC
AS FAR AWAY FROM TEMPELHOF AS POSSIBLE. INDEED, WE
ARE HARD PRESSED TO THINK OF ANY COUNTERCONCESSIONS WE
WOULD WISH TO TRY FOR EXCEPT BARTCC-SCHOENEFLIED LINK,
AND IT SEEMS UNLIKELY THAT ALTERING ONE TEMPELHOF
APPROACH WOULD INDUCE THEM TO MOVE ON THAT ISSUE.

3. WE ARE, HOWEVER FACED WITH FACT THAT SOVIETS HAVE
PUT SAFETY PROPOSAL ON TABLE AND WE SHOULD HAVE AS
CLEAR A RECORD AS POSSIBLE IN UNLIKELY EVENT THAT
ACCIDENT SHOULD OCCUR ON APPROACH IN QUESTION. WE
SUGGEST THEREFORE THAT PROPOSAL BE PUT TO BACC RATHER
THAN BE REJECTED OUT OF HAND, AND THAT SOVIETS BE
INFORMED THAT IT HAS BEEN REFERRED TO COMPETENT
TECHNICAL AUTHORITIES FOR CONSIDERATION. ADDITIONALLY,
IN VIEW OF ATC EXPERTISE AVAILABLE IN BACC, WE MIGHT
TURN UP SOME IDEAS FOR ALTERATIONS IN EASTERN ATC
PRACTICES WHICH WE MIGHT POSSIBLY SEEK FROM SOVIETS.

4. AS FOR LOCAL FLIGHTS, ANY RESTRICTION OTHER THAN
THOSE CONTAINED IN THE BASIC AIR AGREEMENT WOULD BE IN OUR VIEW
UNACCEPTABLE, AT LEAST AT THIS POINT IN TIME, BOTH FOR
REASON STATED REFTEL AND BECAUSE OF NEED TO FLY
RECONNAISSANCE MISSIONS IN THAT PART OF BCZ.

5. WE HAVE SUGGESTED TO BRITISH AND FRENCH FOLLOWING
MODIFIED VERSION OF STATEMENT REFTEL TO BE MADE BY
ALLIED CHIEFS AT NEXT CONTROLLERS' MEETING (WHICH
COULD NOT BE ON SEPTEMBER 10 DUE TO NEED TO SEEK
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CONFIDENTIAL

PAGE 03 BERLIN 01561 071806Z

INSTRUCTIONS). ALLIED CHIEFS WOULD THEN HEAR OUT ANY
DETAILED EXPLANATION OF SOVIET PROPOSALS BUT WOULD
CONFINE THEMSELVES TO TECHNICAL QUESTIONS AND UNDERTAKE
TO REPORT TO THEIR AUTHORITIES.

6 BEGIN TEXT: THE ALLIES WILL BE GLAD TO HEAR ANY
FURTHER EXPLANATIONS OF POINTS MENTIONED IN YOUR
STATEMENT OF SEPTEMBER 4. WE WOULD LIKE TO NOTE AT

OUTSET THAT WE HAVE TAKEN AND WILL CONTINUE TO TAKE ALL POSSIBLE MEASURES TO PREVENT ACCIDENTS INVOLVING BERLIN AIR TRAFFIC. IN THIS CONNECTION, ESTABLISHMENT OF ADDITIONAL SAFETY MEASURE IN FORM OF EMERGENCY BARTCC-SCHOENEFELD LINK, AS HAS BEEN FREQUENTLY SUGGESTED, WOULD BE MOST DESIRABLE. WE URGE THAT THIS PROPOSAL BE GIVEN MOST SERIOUS CONSIDERATION BY SOVIET AUTHORITIES. YOUR PROPOSAL FOR REALIGNMENT OF TEMPELHOF APPROACH VOR 27 L WILL BE REFERRED TO COMPETENT TECHNICAL AUTHORITIES FOR CONSIDERATION, BUT WE WISH TO STATE THAT ANY RESTRICTIONS ON LOCAL FLYING BEYOND THOSE CONTAINED IN DAIR/P-45/71 SECOND REVISION WOULD BE AT VARIANCE WITH LONG-ESTABLISHED PROCEDURES FOR BERLIN AIR TRAFFIC AND WOULD NOT APPEAR TO BE FEASIBLE. END TEXT.

7. USCOB CONCURS.

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